

Service men who were instructing the Americans in the handling of the giant bag, preparatory to starting the flight for the United States within a few days.

Capt. Maxfield had not yet officially taken over the ship, which was technically in charge of Capt. Wann of the British Air Force, until the tests had been completed. Other American officers on board included Lieuts. Little, Easterday, Hoyt, Bleg and Coll. The other Americans were picked mechanics.

## LOST DIRIGIBLE IMPROVED ON R-34, ONLY AIRSHIP TO CROSS OCEAN, LATER BROKEN BY WIND

New Craft Bigger and Faster Than Historic Predecessor Which Reached Mincola on July 6, 1919, in a Little Over Five Days.

The British R-34, the first dirigible to cross the Atlantic, started from East Fortune, Scotland, July 1, 1919, and landed at Roosevelt Field, Mineola, L. I., the morning of July 6, covering the 3,200 miles in 108 hours and 13 minutes. She left New York on the return trip to Scotland on July 9 and reached her home port a few days later. On Jan. 29, 1921, the historic craft, which had cost more than \$1,000,000, was cut almost in two by a violent wind and left a wreck outside her aerodrome near Edinburgh.

It is recalled that despite elaborate arrangements two years ago, the men of the R-34 passed through harrowing hours when the levitation of the clouds ran into a shallow atmosphere depression off the coast of Newfoundland. They were then within a few hundred miles of their goal.

"The weather was terrible," said Major G. H. Cooke, navigating officer of the R-34. "It seemed as though the atmosphere was haunted by 5,000 devils. We were shaken to the core. That night we hit everything—heavy rain, thick fog and low visibility. The ship seemed as though she was going to break into bits, rising and falling like a cork on a heavy sea. At times she seemed to stand up 30 degrees into the air.

"At last had been sailing up to that time. The most unusual thing about the entire trip was the extreme violence of the 'bumps' in regions where they were totally unexpected. I considered it almost a miracle that we completed the trip successfully after what we went through. With the limited weather information we have now, transatlantic air travel is highly dangerous."

It was sought to remedy certain defects of the R-34 in the ZR-2, which was 41 feet longer and seven feet greater. It also had a gas capacity of 2,700,000 cubic feet as against the R-34's 1,250 and a cruising endurance of 6,000 miles at sixty miles an hour. The R-34 had a cruising radius of 4,900 miles.

Aboard the R-34's gondolas, the five cars suspended from the airship's frame work, the living conditions were not so comfortable as provided on the ZR-2. The R-34, however, had sleeping accommodations for the officers and crew and an electrical apparatus whereby meals could be cooked. Hot water was attached from the radiators on the motors.

All the gondolas were enclosed and the men were able to keep warmer than if they had been flying in an open airship. A wireless set in the forward car, with a range of about 1,500 miles, enabled the R-34 to keep in touch with the shore almost the entire way across. A still stronger apparatus had been installed in the ZR-2.

Seen in flight, the ZR-2 closely resembled her sister ship, the R-34, but her improvements were concealed amid a bewildering confusion of aluminum girders, rows of gasoline and water tanks, acres of fabric gas bags and a miscellany of guy wires, control valves, pipes, switches and hinges.

A telephone system connected up the entire ship so that Commander Maxfield, standing at the wheel in his cabin, had every part under his direct control. Comfortable bunks were provided instead of hammocks, and the lavatories were greatly improved.

The ZR-2 had a device that enabled her to "anchor" at a mooring mast and replenish her gas, oil, water and food containers through huge feed pipes. She was built to carry fourteen Lewis guns, a one-pound automatic gun, four bombs of 500 pounds each and eight bombs of 250 pounds each. The ZR-2 and its harbor at Lakehurst, N. J., cost \$1,000,000.

## FEATURES OF ZR-2 WHICH MADE IT WORLD'S GREATEST DIRIGIBLE

### Airship, With Maximum Speed of 75 Miles an Hour, Planned to Cruise 9,000 Miles on One Fuel Supply.

Here are some statistics relating to the size, speed and equipment of the ZR-2:

Resting on the east plaza of the Capitol at Washington, the dirigible would have hidden all but twenty-five feet of one wing of the immense building.

Standing on end alongside the Washington Monument the nose of the ZR-2 would have been 150 feet above the monument's top.

The maximum speed of the ZR-2 was seventy-five miles an hour. Her cruising speed was fifty miles an hour, and at cruising speed she could have travelled 9,000 miles under normal conditions with a single supply of fuel.

The propellers on top of the control cars under the balloon were equipped with reversing gear which would have enabled the dirigible to move backward.

The equipment included a radio set with a sending radius of 1,500 miles, and a wireless telephone set.

The stays and braces of the ZR-2 were made of sixty miles of piano wire.

Quarters for the crew and officers were located in the keelway, eight feet wide and seven feet high, extending the length of the vessel, furnished with bunks at intervals along the sides, comfortable chairs, tables and benches and phonograph.

Cooking was done in each power car by using the exhaust flames as fuel.

## "HUMP" ON ZR-2 WAS DUE TO STRAIN

Engineers Had Found Defects on Airship, but Believed They Were Remedied.

A London despatch of Sunday last quoted the observer as asserting that during the first trials of the ZR-2 a tendency of the giant dirigible to "hump" developed, and that an inspection revealed the fact that certain girders had bent and that latitudes work had buckled under the strain.

Remedial measures were taken, the newspaper said, including considerable reinforcement of the framework along most of the ship's length. In addition to the structural trouble, the observer asserted, the ZR-2 had been handicapped by engine difficulty.

## DENBY IS SHAKEN BY NEWS OF FALL

Secretary Gets First Word of Disaster From Press Dispatch.

WASHINGTON, Aug. 24.—Secretary of the Navy Denby was deeply shocked when he read a press despatch on the wreck of the ZR-2.

"This is the first word we have had on it," he said, adding it was impossible for him to say how many Americans were on board when the great ship exploded.

## \$10,000 GEM THEFT IN STAHL HOME

Banker's Wife Loses Long List of Jewelry While Spending Summer in Brookville, L. I.

Jewelry valued at more than \$10,000 was stolen yesterday afternoon from the home of Mr. and Mrs. Lionel A. Stahl at Brookville, L. I.

Three employees in the house did not hear any enter. Mr. Stahl is a banker, with an office at No. 34 Pine Street, Manhattan. The Stahls live on the estate of George T. Brook and are active socially.

Mrs. Stahl lost a gold mesh bag set with sapphires, a solitaire diamond, eight-carat case, a diamond match case, a diamond clasp, a black and gold cigarette case with diamond clasp, a small diamond, a sapphire and diamond pin, two pear-shaped pearls, a vanity case with an enamel bird surrounded by diamonds and a diamond ring.

## DEAF MUTE'S SENTENCE WRITTEN TO HIM IN COURT.

Convinced Judge, a deaf mute, was sentenced today to two to five years in Sing Sing. The sentence was written on a sheet of paper and handed to him.

Gladia displayed no emotion. He was arrested with Albert Pascal on a charge of stealing a car. Gladia is 28 years old. He was subsequently sent to England, where he was the commanding officer of the airship detachment at Howden.

## NEW STOCK BREAK SETS LOW MARKS FOR THIRTY ISSUES

Nine Securities Sell for Lowest Price in History as Liquidation Continues.

Liquidation in the stock market was continued today in such volume that approximately thirty stocks, listed on the New York Stock Exchange, registered new low marks for the year.

Nine of these stocks sold at the lowest prices in their history. In numerous other instances to-day's bottom prices were the lowest of the last five years or more.

To-day's market weakness, following the recent prolonged decline, gave birth to a variety of alarming rumors, all of which are known to be without the slightest foundation. It has become a well established fact that selling is mostly of a forced character, and originates among a number of individuals who a year or so ago counted their personal fortunes by millions of dollars but who, through disastrous speculation in commodities, must now dispose of their security holdings at the best prices obtainable, regardless of real values.

This forced selling is coming at a time when the market is without support in the shape of public buying. Brokers of long experience asserted to-day that never before have they seen such a lack of public interest in the market. The fact that many high grade securities are apparently on the bargain counter has not attracted investors. Margin business is at a standstill, and the so-called "inside interest" display no inclination to lend market support to the stocks for which they are sponsors.

The following table gives the stocks that established new low marks to-day, and the year in which the previous low mark was registered:

Stock	Lowest Price	Year
Am. Stores	10 1/2	1919
Am. Tobacco	10 1/2	1919
Am. Sugar	10 1/2	1919
Am. Cotton	10 1/2	1919
Am. Lumber	10 1/2	1919
Am. Paper	10 1/2	1919
Am. Glass	10 1/2	1919
Am. Oil	10 1/2	1919
Am. Rubber	10 1/2	1919
Am. Leather	10 1/2	1919
Am. Wool	10 1/2	1919
Am. Silk	10 1/2	1919
Am. Cotton	10 1/2	1919
Am. Lumber	10 1/2	1919
Am. Paper	10 1/2	1919
Am. Glass	10 1/2	1919
Am. Oil	10 1/2	1919
Am. Rubber	10 1/2	1919
Am. Leather	10 1/2	1919
Am. Wool	10 1/2	1919
Am. Silk	10 1/2	1919

## MAXFIELD AT HEAD OF 17 U. S. ARMEN REPORTED ON ZR-2

(Continued From First Page.)

watch officer, Clearwater, Fla.; Lieut. John B. Lawrence, watch officer, Lincoln, Minn.; Lieut. Marcus H. Esterly, radio officer, Washington, D. C.; Lieut. Joseph B. Anderson, meteorological officer, Hyattsville, Md.; Chief Machinis, Shine S. Halliburton, assistant engineer officer, Macon, Ga.; Lieut. Clifford A. Tinker, publicity officer, Westfield, Mass.

In addition two watch officers of the U. S. Naval Reserve force were conventionally scheduled to make the trip, Charles G. Little, Newburyport, Mass., and Lieut. Telford B. Null, Denver, Col.

The non-commissioned personnel of the crew was to have been composed of ten riggers, sixteen mechanics and two radio men, as follows:

Riggers—Charles I. Allen, Denver, Col.; Arthur E. Carlson, Julietta, Idaho; Hans Christensen, Newton, Mass.; James H. Collier, Oklahoma City, Okla.; Charles W. Frank, Waynesboro, Okla.; Charles A. Heckbert, Rockland, Me.; Maurice Lay, Greensboro, N. C.; Ad. Pettit, New York City; Sylvester F. Shields, St. Louis; Norman O. Walker, Commerce, Tex.

Mechanics—Charles H. Broom, Atlantic City, N. J.; Charles C. Cass, Jacksonville, Fla.; Lester K. Coleman, Fort Worth, Tex.; Robert M. Coons, Owensboro, Ky.; Lloyd E. Crowl, South Carolina; James E. Cullinan, Birmingham, N. Y.; Thomas D. Dickerson, London, Eng.; Ralph Jones, Los Angeles, Calif.; William Julius, Albert L. Loftin, Frank F. Moorman, St. Paul, Minn.; Appointed to the Naval Academy from Minnesota in 1903, he graduated with the class of 1907. He was one of the pioneers in the United States Naval Aviation, having received his designation as an air pilot, heavier-than-air branch, after training at Pensacola during the previous period.

In 1917 Commander Maxfield went to Akron, O., where he was a student in lighter-than-air craft and qualified as a pilot. For several months during the spring and summer of 1917 he was in command at Akron.

In August, 1917, he went to Europe and was placed in command of the United States Naval Air Station at Falmouth. His next assignment was in the Navy Department, Washington, where he was lighter-than-air pilot in the office of Secretary McHugh. He was subsequently sent to England, where he was the commanding officer of the airship detachment at Howden.

## Men Now Keep Girls 'on Their Mind' By Pasting Their Pictures in Hats

A checkroom girl in a Broadway district hotel told the story and the photographer verified it—here's the result. New York men now are pasting pictures of their wives, sweethearts, children or mothers inside the crowns of their hats.



The new stunt not only enables a man to keep the subject "on his mind" but also serves as a sure and easy means of identification, far superior to initials.

## SWANN AIDS MEYER INQUIRY BY PROMISE OF GIVING IMMUNITY

(Continued From First Page.)

Brown said, "arrangements have been made that certificates of immunity signed by the committee Chairman and the District Attorney will be given to any such witnesses, and will be given to the two witnesses, or three, as the case may be, who testified yesterday."

The early session was devoted to getting on the record the circumstances under which the transfer of a West Washington Market stall was leased to Steers & Menke, provision dealers, and given to Adolph Kahn, a butcher.

Miss Mary C. Brady, of No. 203 Hewes Street, Brooklyn, stenographer in the office of Commissioner of Accounts Hirschfeld, was the first witness. She identified a transcript of testimony taken before Mr. Hirschfeld regarding Market Department conditions.

A Mr. McGinley, called, did not answer. Frederick E. Menke of Beecher, Long Island, treasurer of Steers & Menke Inc., commission merchants in poultry, pork and veal, packing houses and butchers to retail at a profit.

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## SCENERY LANDED IN THEATRE UNDER GUARD OF POLICE

Outbreaks by Strike Sympathizers as Trucks Move in Jersey City.

Scenery of the Columbia Amusement Company that started from New York to the Majestic Theatre, Jersey City, landed there this afternoon. It took fifty mounted policemen, fifty on foot as an escort, and a hundred more scattered over the line of march crowded with sympathizers of the striking theatrical workers to land it.

Once the crowd broke through the police and seized one of the men guarding the trucks and dragged him into a park. Mounted police rescued him and arrested one man.

Ten men furnished by a detective agency went to Jersey City early this morning to hitch up the teams to trucks that were stopped on Friday, when an effort was made to cart the scenery from the ferry to the playhouse. Six of the ten, after getting a good daylight line on the situation, decided to return to Manhattan.

Four who stuck were ex-service men. Fifty mounted and fifty men on foot were sent to the Hink stables, where soon after 11 o'clock this morning the four men took the horses and, under escort, started for the garage where the trucks and scenery had been reposing since Friday.

One of the four, who said he was hired for a guard and not a driver and who insisted he was a cavalryman and not a driver, refused to have any part in driving. A negro, an ex-service man, took the reins and the other three acted as guards.

A crowd of from 3,000 to 4,000 lined the streets and the police manned the roofs and railroad trestles. Women were ordered into the houses along Mercer Street.

At the theatre the uniformed police, aided by detectives, took care of the looting crowd. The scenery that is left in the garage will be taken to the Pennsylvania freight station and shipped out of town, and then the intention is to bring the empty trucks back to New York late this afternoon.

Word that an attempt to move the scenery was to be made reached the New York headquarters of the International Alliance of Theatrical Stage Employees and Moving Picture Operators, and 400 members left this morning for Jersey City, marching en masse from the ferry to local headquarters at Montgomery and Van Vorst Streets.

The delegation hardly had time to get settled when mounted police arrived, escorted them in a body to the Pennsylvania ferry and started them back to New York. When they went some of the men who had come over to drive the trucks.

## M'ADOO TAKES ISSUE WITH HARDING ON ROADS.

Attacks Administration Bill in Letter Read in Senate.

WASHINGTON, Aug. 24.—William G. M'Adoo, former Under-Secretary of the Railroad Administration, took sharp issue with President Harding on the Administration bill to extend financial relief to the railroads, in a letter read in the Senate today by Senator Stanley of Kentucky.

"You are a fine man," M'Adoo was heard to say. "You get up at dinner time, ask me to be principal guest, post me, so I can be present; you tell me what a grand man I am and how lovely everything is, and then you go on the stand and pull this stuff. You know very well that I signed that permit because your President, Minon, asked me to, and for no other reason."

The Commissioner spoke more in sorrow than in anger. Mr. Hasbun continued to plead, with many gestures, that the silk American flag which encircles the lower edge of the dome and said no more.

A second at arms a few moments later notified former Senator Brown that the District Attorney wished to speak to him on the telephone. Mr. Brown was in a telephone booth when he was called. He was called "Chairman Meyer, Senator Douglas Robinson, Mr. Wallstein and Deputy Attorney General Bearer into a conference room which continued for nearly an hour while the committee and impatient audience waited.

Mr. Kahn was sworn. He said he first arranged with Koblentz to take over the stand a year ago. The arrangement was not closed until March 25, this year, and was for \$8,000, Mr. Kahn said.

Mr. Koblentz advised me to see somebody—somebody—a citizen or a politician (laughter) and get them to intercede for me," Kahn said.

The witness said he went to see Senator Thomas McManus, an acquaintance and customer.

Q. Sure it wasn't his brother, Alwyn McManus? A. I don't know which is which. It was the one with the beard.

## WOMAN'S PROFITS AS A BOOTLEGGER PUT AT \$5,000,000

(Continued From First Page.)

driven by Cassese, who had Mary White as a passenger. Kissick and Davis had assembled a corps of enforcement agents, who surrounded the automobile.

Cassese immediately blew a police whistle. A patrolman ran up and Cassese demanded that he arrest the Federal officers on various specific charges. The prohibition men showed their shields and credentials and the policemen went about his business. The truck and its cargo of liquor were seized.

A search of Mary White and Cassese revealed that they apparently carried all the records and accounts of their business in Cassese's pockets or in the woman's large satchel, consisting of finding of thousands of cases of liquor, orders from restaurants, hotels and other documents implicating scores of persons were found and appropriated.

Albatt, Marace, Bart and Bruno, who were arrested on the truck, were apparently salesmen and delivery agents. In their pockets were found numerous letters of introduction to roadside proprietors and hotel and tavern keepers reading about as follows:

Dear Sir: This will introduce my brother-in-law (or cousin), Mr. Albatt. He is absolutely all right and can do anything for you. If you can do anything for him I will appreciate it.

MARY WHITE. Other letters were found guaranteeing the quality of the merchandise supplied by the agents. Mr. Collins said that the White woman within a few days has received orders for more than one thousand cases of whiskey. ENOUGH BILLS TO FILL WASTE-PAPER BASKET.

Mary White is a stout woman with a swarthy complexion. Her right name probably is not Mary White. Several of her front teeth are missing and she does not dress like a woman who has, as the Federal officers claim, \$5,000,000 stored away.

Mr. Collins said that when the collectors reported at the White woman's home in the evening they often had enough money in bills to fill a large waste paper basket. They would stuff it in and she would count it after and bank it the next day.

The woman appeared to be undisturbed over her arraignment before Commissioner McCabe. One of the reporters referred to her in her hearing as "Queen of the bootleggers."

"I wish to hell I was," she remarked, turning and smiling. "Don't ask me any questions because I have nothing to say."

Mr. Collins believes that the White woman's syndicate has been furnishing the major part of the flood of whiskey that has been enabling the forces of Greater New York and Long Island to purchase unlimited quantities by the case, bottle or glass. He expects that there will be many more arrests and also revelations which will implicate business men of high standing.

An Evening World reporter sought information of Mary White at No. 35 West 11th Street to-day. He was informed by the Superintendent and by tenants that no one of the name of Mary White was known there.

TELETON, Aug. 24.—Nineteen applications for approval by the State Public Utility Commission of new jitney routes paralleling tracks of the Public Service Railway Company in Camden County were denied to-day. Operation of these automobiles between Butler and Newark by the Butler-Newark bus line was approved, but it is restricted to points west of Verona within the City of Newark.

Judge Chatfield Slightly Better. Federal Judge Thomas I. Chatfield, suffering from typhoid fever in Oswego, N. Y., has improved slightly, according to a letter received to-day at his home, No. 31 Linden Avenue, Brooklyn.

## CURTAINS BASEBALL REPORTS IN FAVOR OF OTHER SPORTS

Chicago Tribune Points Out Time Spent Watching Games Won't Reduce Waist Line.

CHICAGO, Aug. 24. Declaring that an active doubt existed as to the value of professional baseball in American life, the Chicago Tribune to-day announced that it had curtailed its baseball reports in favor of other sports, particularly amateur games.

"The Tribune is down to about half a column now for games in which the home team plays, and to a bare statement of vital statistics regarding other clubs," the announcement said. "That is enough."

"Two or three hours in a ball park do not take anything off the waist line of the spectators or add anything to chest measurement. Professional baseball is a stimulus for boys, but journalism has overrid it with space."

"Amateur sports seldom produce the ability of professional athletes, but they produce sound literary."

## RACE OF AUTOS PUTS 6 IN HOSPITAL

Machines Crash at South Beach in Race to Beat Each Other Over Crossing.

One automobile on Sand Lane and another on Old Town Road, at South Beach, Staten Island, shortly before noon to-day tried to get to the crossing first. As a result the car driven by John Destasio, thirty-five, of No. 275 Bay Street, Fort Wadsworth, struck the one driven by Capt. Samuel Begg, forty, of No. 319 Van Duzer Street, Stapleton, amidst and turned it over, throwing its occupants to the road. Destasio's machine was going so fast that the sudden jolt threw its passengers out also. All six were severely injured and were treated at Staten Island Hospital.

With Capt. Begg, a New York and Sandy Hook steamboat pilot, were his wife, the United States Army and eighty-four, retired sea captain, and William A. Smith, fifty-five, of No. 160 Beecher Street, Manhattan. With Destasio were Ernest Wagner, thirty, of 61 Richmond Turnpike, Tompkinsville, and Dominick Trasiano, No. 208 S. Mary's Avenue, Rosbank. Smith and Wagner received concussion of the brain.

## BRITISH EMPIRE NEEDS CONSTITUTION

Lord Milner Says Instrument Is Necessary for United Kingdom and Dominions.

LONDON, Aug. 24.—An Imperial Constitution, which would include within its scope the United Kingdom and all British Dominions, is necessary, declared Lord Milner, former Colonial Secretary, last night.

He added that a Constitution in some form would become absolutely inevitable. He said it might not be a written document, but that it certainly would be something more tangible than the present agreement.

## MRS. HAZLETT KIDNAPPED AGAIN, AND COMES BACK.

Socialist Speaker Determined to Speak in Mason City, Iowa.

MASON CITY, Ia., Aug. 24.—Mrs. Ida Crouch Hazlett, Socialist speaker, who was taken from the city last night by a band of men when she endeavored to speak here, returned to Mason City to-day and announced that she would deliver an address to-night. Literature she left behind when she was taken to a lonely spot on a country road near Nora Springs was burned.

Two of her sympathizers in the crowd started to defend her and a night followed. The Mayor had denied her permission to use the park and told her that Mason City was no place for her to appear.

## ENGINEER KILLED AS TRAIN GOES THROUGH BRIDGE.

Twenty-Five Passengers Injured in Wreck in Colorado.

GRAND JUNCTION, Colo., Aug. 24.—Engineer Douglas Armstrong of Grand Junction was killed and 25 passengers injured when Denver and Rio Grande Western passenger train No. 1, west-bound, went through a trestle bridge east of here at 3:15 A. M. to-day.

A hospital train has left here for the scene of the wreck. According to reports reaching here the wreck was caused when the train struck a bridge, the supports of which had been swept away by a cloudburst. The engine and four cars are in the creek. It was reported here.

## HE CLEARS POLICEMAN.

Patrolman William J. Moran of the West 47th Street Station has been ordered to report back for duty to-day, following the withdrawal of the charges that he shot Edmund O'Connell, a war veteran, Monday evening. Clayton said he was mistaken in thinking Moran shot him while he was standing in the doorway of a poolroom at No. 1313 Third Avenue.

Moran produced a certificate showing he was on duty at the time and said his revolver was in his locker at the station.

## NINETY COCKTAILS SWEETENED WITH SALT! THAT'S ALL!

Host Mixes 'Em Himself—Has to Give Guests Something Else.

SOUTHAMPTON, N. Y., Aug. 24.—The saddest news this town has known for many weeks concerns ninety cocktails.

A man whose hospitality is famous gave a dinner and decided to mix the cocktails himself. He did. He tasted one. It was awful. The head waiter tasted one and wept.

"Sir," he said to the host, "you have used salt for sugar."

After a moderate period of lamentation, the host, a man of refinement, scurried around and got something other, so that his guests should not suffer too greatly. But the ninety cocktails were wasted.

**Loft**

Advertisement on Page 5

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